

CLAIM AMENDMENTS

1-3. (Canceled)

4. (New) A method for changing a valve timing of an internal combustion engine with a camshaft and a cam lobe displaced at a rotational angle with respect to each other, the camshaft and the cam lobe, under interposition of at least one appropriate cam following element, acting together with intake or exhaust valves of the internal combustion engine as well as with a camshaft actuator situated on the camshaft, through which at least one of a position and a rotational attitude of the camshaft can be adjusted for a crankshaft, comprising:

- (a) adjusting the camshaft toward "late" during a valve stroke and toward "early" during an immediately subsequent base circle phase of the camshaft to decrease a valve opening time, and
- (b) adjusting the camshaft toward "early" during a valve stroke and toward "late" during an immediately subsequent base circle phase of the camshaft to increase the valve opening time.

5. (New) The method as claimed in Claim 4, wherein the internal combustion engine is a double-rowed, 6-cylinder engine with symmetrical ignition sequence for each cylinder bank.

6. (New) The method as claimed in Claim 4, wherein the internal combustion engine is equipped with a device for valve stroke change-over.

7. (New) The method as claimed in Claim 4, wherein the cam following element is a bucket tappet.

8. (New) The method as claimed in Claim 5, wherein the internal combustion engine is equipped with a device for valve stroke change-over.

9. (New) The method as claimed in Claim 7, wherein the internal combustion engine is a double-rowed, 6-cylinder engine with symmetrical ignition sequence for each cylinder bank.

10. (New) The method as claimed in Claim 7, wherein the internal combustion engine is equipped with a device for valve stroke change-over.

11. (New) The method as claimed in Claim 9, wherein the internal combustion engine is equipped with a device for valve stroke change-over.